

















Consider what it means to neglect the kidneys. They are the great blood filters of the body. All the blood passes through them once every three minutes, day and night, to be purified. So the kidneys are working day and night to keep you in health. But when they are weak and ill they do not do this filtering work thoroughly, and a little of the uric acid and waste matter is left in the system every day. This gathering of kidney poisons is shown by a dull ache in the back, sallow complexion, nervousness, and languor. When the uric acid begins to crystallise, its sharp, jagged edges cause cruel, cutting pains in the back, making it almost impossible to stoop or move about quickly. Doan's Backache Kidney Pills are made to heal and help the kidneys in their great work. They take out the uric acid (the acid that causes rheumatism, gravel, gout, heart disease, sciatica, and neuralgia); they take out the water that causes the dropsical swellings; they relieve backaches, correct the flow from the kidneys, etc. Doan's Backache Kidney Pills act on the kidneys, and on the kidneys only. They are not a cure-all, but a cure for all kidney diseases. They will keep you bright, free from pain, backache, and headache. They will keep you efficient. Doan's Backache Kidney Pills are a little remedy that help men and women to bear the burdens of life more easily. Make better, happier, more capable people of them. Are doing it right here in Sydney. Your friends and neighbours say so. Read the following testimony from a Sydney man, aged 77, who has been permanently cured of serious kidney disease by, Doan's Backache Kidney Pills.

Mr. John Looney, 20 Swanson-street, Erskineville, Sydney, states:—"I wish to give you particulars of my experience

Mr. John Leoney, 20 Wisconsin street, Evesville, Ky., states:—I wish to give you particulars of my experience with Doan's Backache Kidney Pills. I owe these Pills a debt of gratitude, for they have cured me of *very serious kidney disease*. My ill-health commenced three years ago, when I first had to lay up. I had terrible pains in my back and right side, and my secretions scalded, and were thick, and contained sedimentary matter. I also had fits of giddiness, an 'every day I would have a violent headache. For two years I spent an average of two weeks out of every three in bed, and even when I was up I was very ill. I was very weak, and fell away. I had the best of medical advice, and continued to take medicine, but my kidneys were not benefited. Finally, I was advised by Dr. J. C. Hayden Physicians treated me in the three years of my illness; their bill totalled \$180. The general idea was that I suffered from some kind of kidney trouble, and I was constantly advised to undergo an operation. At last a specialist put me under the X-rays; and from studies in the kidneys, but a dark veil enveloped the right kidney, showing pronounced disease. He told me that it was unnecessary to be operated on, as my kidneys were too far gone for an operation to benefit me. I gave up all hope of recovery, and fully expected to die soon, and my friends were of the same opinion. My lawyer was brought home and made out my will—I was held up to sign it. Not long after this I was advised to try Doan's Backache Kidney Pills. The man who had urged me to give this remedy (a trial had been made of other remedies) told me that the utmost faith in the Pills was warranted. I was not able to get about at all, and one bottle had cured him, and for good. I told me he had been doing up to date. I was so convinced that he was in thorough earnest, so I sent for a supply to Ellis's Pharmacy, Evesville, I used nine bottles and was cured. I felt no good effects until I was using the third bottle, and after that my recovery was gradual. I left off taking the Pills four months ago, and have not needed to take one since, and am still in the best of health. My case is the more marvellous in that I am an aged man. The medicine I took before I got Doan's Backache Kidney Pills would stick a chemist's shop. I might mention that the operation which had been suggested was to cost me \$200. My cure by Doan's Backache Kidney Pills cost me \$10.

Mr. John Leoney says:—"The above is true, and I am pleased to say my husband is still free of kidney trouble, and has been for the past four years. In fact, he was never better in his life, and is without ache or pain. I think this is marvellous, for he is 77."

Get what you ask for. Get Doan's. Don't accept something "Just as Good." All Chemists sell Doan's Backache Kidney Pills, and will give you what you call for. Some may endeavour to substitute an article they make more profit on. Insist on getting the genuine, and save money and misery. Price, 2s 9d per bottle (six bottles 15s 3d), or will be posted on receipt of price by Foster-McClellan Co., 76 Pitt-street, Sydney.



**Customer.**—"O.T, please—mind, not a substitute!"  
**Barmaid.**—"Certainly. Here's O.T. Look at the name and the Red Chillie on the label!"

Public attention is drawn to the fact that there's only one "O.T."—No substitute has anything in common in character or merit with this now world-famed beverage. Be sure, therefore, it's O.T. for you, and not a substitute.

Traders who pass off imitations as O.T. are notified that a continuance of this practice will involve them in proceedings under the Commonwealth Trade Marks Act.

N O P

**MOLECULAR ARCHITECTURE.**

Colgate and Rodd write a rather interesting paper on this subject in "Science Progress" (John Murray), from which most of the remaining notes in this column are also taken. Colgate and Rodd are chemists, and readers who wish to keep in touch with the advance of science. The problem of the relationship between crystalline form and chemical constitution has exercised chemists for years, and Colgate and Rodd induces us to believe in a regular spatial arrangement of atoms within the molecule, and we have now a remarkably complete theory of crystal structure on a mathematical basis. At the present time, which the authors go on to an account of the Barlow-Pope hypothesis, originally set forth in 1906. Each atom is regarded as the centre of a sphere of influence, within which the crystal structure represents the equilibrium. The structure will thus be one in which the smallest distance separating component atoms is the maximum compatible with the equality of the spheres. However, the portion of space commanded by each atom will indeed be as nearly spherical as possible; so that we can fairly represent each atom as an elastic sphere. By homogeneously dividing the space into spheres of equal size, a space unit is ultimately obtained. On this basis Barlow and Pope developed their space-doctrine of valence—which they regard as the extension of a volume of action of the atoms. The molecular valences, the spheres of atomic influence are approximately proportional to the fundamental valences of the atoms concerned. They thus fall foul of Kopp, and their theory can be accepted only with great reserve.

## THE WORLD'S IRON.

Professor Gregory gives an estimate of the world's iron supplies, the exhaustion of which has often been predicted. Gold, copper, and tin tend not near the surface continue to depths of 100 miles, but iron ore deposits are comparatively shallow. Probably the actual interior of the earth is largely composed of iron, but it is a great deal too far away to get at. In 1902 Carnegie declared that the world's iron was nearly exhausted, and similar statements have been made about the American supplies. The Geological Congress has recently reduced statistics of the world's iron to 100,000,000,000 tons of 35 per cent. The only continent adequately known as regards iron is Europe, and there the results are very far from being pessimistic. Lousa estimates that British deposits will last at least as long as the present supply divides the world into five sections. The first is fairly well known, and if its iron-constant is representative the world can look forward as a whole to 435,000 million tons of iron yet. The date when this will be needed is no fear of an iron famine. At present about 60 million tons of pigiron are produced annually, but the production has more than doubled in the two preceding decades. The progress really high-grade easily-worked ores would last only another 14 years. But the lower-grade ores can be reckoned as required, and will last an indefinite time. Iron supplies are not nearly so much likely to give the coal required to smelt them.

THE ORIGIN OF NEW TYPES

One of the most-discussed problems of evolution is that of the origin of new types, not a few naturalists finding a difficulty in conceding the origin to a single factor, such as a minute variation. Most of this trouble arises from the stress not being laid on the epithet: Do mutations really constitute new types, or are they the result of a series of small changes, or the expression of a poly-phyletic descent? A phase of the subject is discussed by Felix Oswald. He reminds us that structures of a complexity in the modern type are not primitive. A primitive type must have been pre-eminently variable, while the type now often called primitive are characterized by stability. The variability of the type can be explained by saying that the type having come to fit its environment, there has been no further evolution in favour of variation. The same is true of the evolution of organisms as the product of retrogression and suppression of parts, as is often demonstrably the case. Serial repetition of parts (for example) is often associated with variation. Multiple parts are prone to vary numerically, and hence new types are likely to arise from such in fossil botany, for instance, indicate that a simple floral diagram is by no means a guide to primitive form. In the case of the Angiosperms there was a whorl of 18 or 20 stamen-bearing bracts enveloped by a hundred or so sterile bracts. The author's argument is highly favourable to variation, to which may be added the effect of insect cross fertilisation in these early plants. The reduction of a pentamerous perianth must, however, have occurred at a very remote period, as this is a deep-seated characteristic of the number as it is, too, in the food gathering arms of early crinoids: It may be shown that this number involves the use of a minimum amount of enclosed space. It is obvious that evolution by reduction of parts can proceed very rapidly. The author applies this to the origin of mammals (he thus ascribes the rapid rise of mammals (replacing an age of reptiles) to the variation induced by serial repetition of the parts of the forelimb. Of these changes leads him to the conclusion that a closer connection between mammals and amphibians than between mammals and reptiles. The evolution of limbs from the reptilian hindlimbs affords another argument for the opinion that the reptilian type was not primitive, having disappeared more or less completely except at the pre-cetaceal and pelvic arch. Traces of the structure of the hindlimb are still present in the structure). The author brings forward a number of similar evidence from recent paleontology.

**THE GREAT STAR MAP.**

Professor Turner continues his interesting paper on the *Great Hypothesis* by showing how the stars are distributed in space, and gives an excellent handy star map of the sky, consisting in all of 35 glass plates and a scale for 35 plates. The photographic chart will consist of 23,154 plates, and the total number of stars of the 10th magnitude and brighter will be 1,000,000. One of the outstanding advantages of the large scale of the operation is that it will enable the position of the stars to be determined to within a few hundred years the astronomers of that time will have much positive evidence of the position of the stars in the sky. The position on this point is far from satisfactory. We know that our sun is moving through space at a rate of 15 miles per second per year, and we suppose that all stars are similarly moving indiscriminately, with velocities of 100 miles per second, and that they are moving upwards to some hundreds of miles per second because the sun is moving downwards. Such movements are imperceptible because the distances are so great, and the distance away, but comparison of position on the photographic plates will be found to reveal that such comparison has already been made, and that some of the stars are moving in a rational manner to some extent, particularly in the case of the sun. The motion of the sun, perhaps, constitute a solar cluster. Similarly Kapteyn has been able to detect a motion of the stars in the direction of the galactic stream, and the tendency now is to regard this stream as confined to the relatively narrow zone of stars that lie about the hypothetical solar cluster.

**ARTIFICIAL SELECTION.**

Luther Burauk once remarked that there was no evidence of any limit in the production of variation through artificial selection. It is true that the number of forms produced by artificial selection are not those that would arise in nature. Stress is put on the forms that are most attractive to man; and the emphasis on these may even imply retrogression of the organisms. Consider, for example, the sheep.

To-day a sheep is almost wholly artificial product. Isolation and unconscious selection account for the existence of varieties, so that in England the sheep of one county have distinct differences. At the same time, selection by the breeder tends to produce a more uniform flock.

The startling difference, again, between a wild boar and a domestic pig is wholly due to artificial selection. The same is true of the crossing diverse strains, and this is particularly the case with plants; so much so that the potato may be said to be a wholly artificial fruit tree at will, and that wizard produce the potato most generally cultivated in America is a wholly artificial fruit.

Early in the history of the world, the Early Rose by insects, with an unknown parent

(BY TENENB.)

There are many ways of doing Switzerland. Rather, some parts of Switzerland, particularly those parts where the damask-sewing of the head water is irreproachable, where the appalling queue of "service" on departure compels an immediate descent on the nearest bank of exchange. But there still valleys and ranges unconquered by automobile and unclimbed by the land-suffe-destroying funicular rail. It was to solve a problem essentially Australian that we the vagabonds strapped our knapsacks on our backs, and leaving the swollen waters of the large, mounted the 2000 feet little

the last known dry-licked cattle enter a  
which back down from the Dent de  
and Dent de la Vierge, the  
w-f-for-deep by tracks, now dusty,  
the torrents in mud, and always the mountains  
in upon us, and the sky was so  
over will be, a whole track there was not  
tossor settlement: It could not be closer  
the roofs were turtled, what was  
tered by one of the houses would be a  
er by the holding of some of the peasant  
prietners. We were told that the  
the German and the  
vantonists go far afield—but the pro-  
found that for a site, a drying ground,  
a summer-house he would find no Pea-  
e no peasant. Consequently the  
commune is careless of its streets, or  
id be so there were any; but to chalet,  
to mound the corner (II) you are through  
is mid-July; and peered high over the  
in the second half of the year, the  
h of a whiff, yielded by a woman who in  
the swathe under which she hid the dispo-  
it out of a wailing throat. Roughly speaking, we  
the winter. Roughly speaking, we  
"Extinct."

## POULTRY.

Questions relating to fancy or commercial poultry-keeping, diseases, etc., should be addressed to "Ancona," Herald Office.

Camden .....	March 29, 54
Newcastle .....	March 23, 54
Liverpool .....	March 29, 50
Royal Agricultural Society .....	April 11-19
Bathurst .....	April 28-29
Western Suburbs .....	April 28, 50
Parramatta .....	May 1, 50
Geelong Suburbs .....	May 1, 50
Geelong Poultry Club .....	May 20, 27
Pontrif P. and C. Club .....	June 1, 2, 3
Railway and Tramway Club ..	June 30-July 1

Subscribers.—It would serve no purpose to add the names of the secretaries of the respective shows. Address your letter to the secretary of the society you wish to communicate with, and the post-office will deliver it.

Exhibitor.—The Chinese Langshan scheduled by the Agricultural Society is what is known in England as the Broad Langshan. The birds are much shorter in leg, and more feathery than the reachy, tight-feathered specimens known as a game type. See paragraph on the subject in this column.

L.C.E.—Any of the Sydney booksellers will forward you a list of their poultry and other books dealing with the industries you mention. The paper you inquire about is published by Philip, Margaret-street.

Throughout the week the officers of the Royal Agricultural Society have been busy accepting entries for the feathered section of the show. Although entries closed last evening, the numbers are not yet available. Many are expected by post on Monday. Last year witnessed a large number of interstate entries, but they will be less numerous this year. There should be an excess in State exhibits, and Moore Park poultry show, for quality and numbers, should be the best in

Inducible or controlling sex in Poultry" is the title of a poultry article in the current issue of the "Agricultural Gazette." The article is stated to have been prompted by a letter received by the editor from a poultry postal order for "a setting of fertile Orpington eggs" with the further request that of the 12 eggs, three of them should produce cockerels, and nine pullets. The article mentions names of fowls, and animals, but is so badly misprinted, that I cannot get them all, concluding: "There are dinosaurs which give birth to males only, and others that produce females only. The same thing takes place in the human race, but I take it, that it may be found, whether the stock be feathered or quadruped, no matter by what system selected, from a given number in a given time, the sexes will be approximately equal."

TO THE EDITOR OF THE HERALD.

Sir,—I am one of those who believe in defence jeers, and, may I without hesitation that Admiral Henderson's son in his report has been a little too much in the line of defence of Australia. The scheme which the Admiral unfolds is one that would have been proposed twenty years ago when the world was supposed to be a safe place, and the late-ly developed of a navy would have been a very small one. But to-day the conditions, an fact, as Australia is concerned, are very different. The Admiral's Henderson believes that a fleet which will take 22 years to build up satisfies the political problem of the Pacific as it exists at present. Admiral Henderson's plan is a very old one, and it commands the sea-by which he means all seas. Now, we all know well enough that the fleet of the United States, the fleet of Russia, and only second-rates even of Great Britain. She has no more commerce than Russia, and she has no more commerce than Russia. It could undoubtedly be urged that Great Britain could send a fleet to the Pacific, but this would be a very costly one, and it could at present, but three years hence! However desperate the position in the Pacific was, the public opinion in England would at that date not allow a single ship to leave the British Isles. The Dreadnoughts and the super-Dreadnoughts in the North Sea and English Channel not only protect the British Isles, but they also protect the heart of the Empire, but it forms a perfectly adequate protection of the British Empire. How easily everything could be arranged so that were the only quarter from which danger could come, the Anglo-Japanese Alliance terminates in 1915, and the Anglo-German-Japanese understanding. In such an eventuality, when the Pacific is the only quarter from which danger could come, the British fleet would round the English coast. Japan presented the only danger to the British Empire, and the only danger to Australia and New Zealand.

It is absolutely fatuous to discount and to ignore the fact that the only way in which the authorities on Australian defence do Japan by that time will have a fleet of Dreadnoughts and super-Dreadnoughts, and to oppose this force there will be one Australian Dreadnought and a few out-of-date armoured cruisers and protected cruisers of the Imperial navy. It is absolutely fatuous to ignore the fact that an Imperial Dreadnought should be stationed in the Pacific, but I notice that the Admiralty is not taking any account of the fact that the Imperial Dreadnought should be stationed in the Pacific. This state of affairs would, according to Admiral Henderson's plan, would be a very serious one. Another Australian battleship cruiser would appear on the scene, and the Imperial navy would be a very small one, and the Imperial navy would be a very small one.

Well, it simply went down. We've got to get to the bottom of the matter, and to run a very grave risk of national extinction. Admiral Henderson holds that we should have a fleet of Dreadnoughts and super-Dreadnoughts, and to oppose this force there will be one Australian Dreadnought and a few out-of-date armoured cruisers and protected cruisers of the Imperial navy. It is absolutely fatuous to ignore the fact that an Imperial Dreadnought should be stationed in the Pacific, but I notice that the Admiralty is not taking any account of the fact that the Imperial Dreadnought should be stationed in the Pacific. This state of affairs would, according to Admiral Henderson's plan, would be a very serious one. Another Australian battleship cruiser would appear on the scene, and the Imperial navy would be a very small one, and the Imperial navy would be a very small one.

[illegible]











## BICYCLES AND MOTOR CARS.

YOU CAN SAFELY BACK A  
"TRIUMPH" IN A STIFF HILL CLIMB.

On Saturday, the 4th inst., the Motor Cycle Club of New South Wales held a flexibility hill-climbing competition, limited to club members.

As a result Mr. C. Nixon, on a 5-h.p., made a brilliant win. Mr. Nixon, it will also be remembered, won the previous competition held by the club, and it is worthy of note that he has only participated in these two competitions, and has put up a record for himself and his machine by winning both.

Eight competitors started, but only two finished. All got through the fast climb all right, but the slow climb proved all but the two mentioned.

Why not invest your good money in a machine as reliable as the "Triumph"? You cannot get a better one. This is being proved by the consistent wins which various riders all over the country are putting up.

Let us show you one this week. Our Pitt-street Depot is open till 9 p.m. on Fridays for those men who cannot call during the day time. Or we'll be pleased to send a catalogue if you cannot call at all.

BENNETT &amp; BARKELL, LTD.,

Sole Agents for "Triumph" in N.S.W.  
204 Pitt-street, and Castlereagh-street, Sydney.

## "KARRIER" COMMERCIAL CAR.

Deep in the hold of the "Fort Caroline," from Great Britain, which left Adelaide this week, is a big shipment of "KARRIER" COMMERCIAL LOHRIS commingled to our Garage. Some of them will be here, and if you are interested in Motor-propelled Vehicles with a heavy load capacity inspect one at our place.

Write or call today, and leave your name and address for advice when the Lorry will be ready for exhibition.

## A HIGH-GRADE MOTOR LORRY.

Don't foster the impression that all Motor Delivery Lorries are the same. There is such a thing as running expense to be considered, and in this respect we have proved the "KARRIER" to be second to no machine made.

It will carry heavy loads quicker and further on a lower cost per year than could be managed in any other way. One would think the effectiveness of your delivery lorry.

GARRATT'S, LTD.,

272-3 Elizabeth-street,  
18-190 Castlereagh-street.

## CANADA CYCLE &amp; MOTOR AGENCY, LTD.,

## ARE SOLE AGENTS FOR—

ALBION MOTOR LORRIES,  
ALBION PLEASURE CARS,  
BUNBEAM CARS,  
WHITE STEAM CARS,  
ADLER CARS,  
JACKSON CARS,  
BRUSH CARS,  
EXCELSIOR MOTOR CYCLES,  
MASSIE BICYCLES,  
RED BIRD BICYCLES,  
WARRIANT BICYCLES.

We purpose being in our new Building at the end of next week, when a range of the above cars, etc. will be displayed in the best-lighted Showrooms in Sydney.

NOTE OUR NEW ADDRESS—

822 GEORGE-STREET.

NEAR RAILWAY STATION, SYDNEY.

## THE "ACME OF PERFECTION."

## JONES SPEEDOMETERS.

"TRIED BY ROYALTY."  
Agents: WM. EASY AND CO., 10 HUNTER-STREET.

## THE YOUNGEST OF THE HUMBER FAMILY.

That is, the LATEST MODEL, 20-h.p. HUMBER, with Torpedo Body, Scuttle Dash, Detachable Inner-chargeable Wheels, Four Speeds and Reverse, Automatic Lubrication, Noiseless Gears, Clear Dash, in fact, everything that is modern. Intending purchasers should inspect this sample car before placing their order. This car will be landed during the week. SECOND-HAND CARS, in good order, from old full particulars on application. Sole Agents for Humber, Daimler, and Vauxhall Cars.

GEO. INNES AND CO.,

136 CASTLEREAGH-STREET, SYDNEY.

STANDARD, 7-h.p., first-class car, 2 lightings, complete equipment. Owner, leaving for England, complete prompt sale.  
Apply I. PHIZACKERLEY, Elizabeth-street.

## BICYCLES AND MOTOR CARS.

## MOTOR CAR SPEEDOMETERS.

Speed 50 miles, trip record 1000 miles, record 10,000 miles, 25 to 50. S. Smith and Son, Ltd., of London, make the British Speedometers that have been adopted by His Majesty the King, His Majesty the King of Spain, and most of the Nobility of England. They have been adopted by the Daimler, the Austin, the Daimler, and the Austin Car Companies, and this after severe tests of all other makes.

Notwithstanding that they are the best instruments, they are the cheapest on the market; and we are selling them here at the London price—plus only Customs and Importing expenses, 15 per cent.

Motorists are invited to see the range of designs. Notice—The hand revolves a CHUCK, not merely a QUADRANT, FAIRFAX AND ROBERTS' Vice-regal Jewellers, 23 Hunter-street, Sole Agents.

PLAIN FIGURES, CASH.

## "CLEMENT-BAYARD" MOTOR CARS.

## 1911 MODELS.

The 1911 Models are creating a sensation among Motorists, as they are three years ahead of other Cars. The improvements shown are the latest evolved in Motor science to simplify and perfect Motor traction. The new features of interest are the Thermosiphon water cooling, with a fan in the centre of the tank, and radiator at the side, thus ensuring a continuous run of hundreds of miles without heating. The introduction of a new form of Axle, giving high clearance; an assembling of parts, giving extreme accessibility; a novel, artistic tapered bonnet, on hinges.

The suspension of the body on lubricated new balance arrangements.

The use of greatly-improved Carburettor, and the utilization of part of the exhaust round it to accelerate vaporization, and a number of smaller improvements that all tend to simplify and perfect the Car.

A new system of doing away with all back brakes. A new foot brake, adjustable without a spanner.

Every part is so simplified that a CHILD CAN EASILY DRIVE THE CAR, and a lad maintain it.

The thousand and one details that Motorists know make for perfect running, and the exhilaration that results from the Car simply springing at the touch of the foot.

"CLEMENT-BAYARD" CARS are made by Mr. A. Clement in his great works at Levallois, Paris, where 2000 men are constantly employed. He is regarded as one of the best of the leading Motor Engineers of Europe, and all his latest triumphs appear in the 1911 Model Cars just to hand.

When the British Government wanted large Motors for the three great War Dirigibles, now building, they went to the "Clement-Bayard" Works for them.

When a nation's very existence might depend on a Motor,

## RELIABILITY

must be secured, and that is the characteristic of "Clement-Bayard." In addition to this, they are framed for great strength (yet lightweight) and power, to stand up against hard, continuous wear, and yet they are extremely light on tyres and on the road.

Call and allow us to explain the reason why our prices for Cars generally, Commercial Lorries, and High-wheel Buggies, will be found to be 25 PER CENT. lower than the usual Sydney quotations.

14 H.P. 4-CYLINDER, with DOUBLE PHANTOM Side Entrance Body, with Detachable Back, 4275.

CLEMENT-BAYARD 12 H.P., 4-CYLINDER, with double phantom side entrance body of exquisite finish, 4250.

"CLEMENT-BAYARD" 20-30 H.P., SIX-CYLINDER, with Side Entrance Body, for five, 4200.

Sole Agents—OFFICE: FAIRFAX AND ROBERTS, the Oldest Jewellery House in Sydney—23 Hunter-street, Garage: STANTON COOK, LTD., Motor and Electrical Engineers, 25 Underwood-street, off 27 Pitt-street.

## THE SUPREME AMERICAN CAR.

## THE AMERICAN MITCHELL 30-TOURING MODEL

## £500 COMPLETE.

I do not know of a car that will give such splendid road service as this, and those who know the "Mitchell" will support me. One of these cars has been used for five years in Sydney by a private owner, and looks and runs good enough for another five years. This is proof with a vengeance, and shows that no one need be afraid of a GOOD American Car.

"Mitchell" Cars are doing 60,000 and 70,000 miles and still running well, which is equal to the performance of ANY English or Continental make.

"Mitchell" Cars are called upon to do the roughest work, and I can recommend them solidly as being eminently suitable for Australian roads.

"Mitchell" have been on the market for 11 years, and their reputation is rapidly increasing all the time.

I will supply this Superior Car complete, with Head, Side, and Tail Lamps, Hood, full kit of Tools, detachable inner, Motor Clock, and Jones' Speedometer—absolutely ready for the road—for £500. 34-h.p., two lightings.

THE CAR you ought to have at the price you ought to pay.

"MITCHELL" CARS NOW IN STOCK.

THE 15-H.P. "ARMOR-JOINTON." This noted Car occupies one of the highest positions on the English market, and embodies all that is latest and best in Motor Engineering.

A Car that is built for Service with exceptional Hill-climbing powers.

These Cars are in service at twice the price. We deliver in complete with Head, Side, and Tail Lamps, Horn, Tools, and 20 x 90 Tyres.

A Superior Car in EVERY respect, £280.

If you cannot call, WRITE FOR ILLUSTRATED CATALOGUE.

## H. KNIGHT-EATON.

EYES AND CROWLE, Temporary Premises, 275 KEN-STRUT (between King and Market streets).

## MOTOR REPAIRS.

## ALL MAKES OF CARS REPAIRED.

## MAXWELL

## AND

## HARRIS.

117-119 DIXON-STREET,  
(OFF HAY-ST, 100 Yards from George-street).

TEL. CITY 3003.

## TYRE RETREADING BY A NEW SYSTEM IN AUSTRALIA.

## WE CAN GUARANTEE that our Retreads will give at least two-thirds the wear of a New Tyre, AT A THIRD OF THE COST.

## TYRES VULCANISED.

## ALL WORK DONE BY ENGLISH MECHANICS.

## TYRES AND ALL ACCESSORIES SUPPLIED.

## B. &amp; R. SUCCESS HAS A REASON.

WHEN YOU SEND YOUR CAR FOR REPAIRS OR OVERHAULING TO THE B. & R. MOTOR CO., LTD., CIRCULAR QUAY (OPPOSITE PITT-ST).

EXPERTS LOCATE THE DEFECT.

SKILLED MECHANICS GET STRAIGHT TO THE POINT.

YOU GET SATISFACTORY WORK.

YOU PAY ONLY FOR WORK DONE.

YOU ARE GREATLY PLEASED.

YOU JOYFULLY TELL ALL YOUR FRIENDS.

HENCE B. & R. MOTOR CO.'S SUCCESS.

## BICYCLES AND MOTOR CARS.

THE HIGHEST DEVELOPMENTS  
OF MOTOR ENGINEERING

are embodied in the paramount makes of car stocked by us. It is for that reason alone that we have accepted the agency of these cars.

The reputation for consumption of modern motor manufacture. These makes have nothing to be desired in exquisite finish and up-to-date.

## 38-H.P. DAIMLER. 38-H.P.

## ENGLAND'S FOREMOST CAR.

7-seated Touring Phantom Body, with 2 folding seats—Red, Blue, or Green.

Special features—

Reliant Knight, Slide Valve Engine, two Independent High Tension Ignition, Special Lubrication System by positively driven pump, Large Leather

Cone Clutch, Rudge Whitworth Detachable Wire Wheels, One Spare Wheel, Front Brake on Rear Wheels, Side Brake on driving Shaft, Petrol Supplied under pressure, Special Combination Spiral and Grasshopper Springs.

## 15-26 DELAUNAY-BELLEVILLE, 15-26

## THE PREMIER CAR OF FRANCE.

## SPECIAL FEATURES.

6-cylinder Engine, Cylinders Cast in groups of 2, High tension Bosch Magneto Ignition, Long Wheel Base, Special System of Springing, Four Speed Forward and One Reverse, Live Axle Transmission.

## 18-24 H.P. AUSTIN. 18-24 H.P.

## OF SHEFFIELD MAKE.

High-grade Sealed Touring Phantom, in Green, 4-cylinder Engine, Bosch Dual Ignition, Artillery Wheels, Special Colonial Axles, allowing extra high clearance; Full Elliptical Rear Springs, Full Equipment, Specially Constructed to meet Australian conditions.

## SOLE AGENTS—

## DALGETY AND CO., LTD.

136-138 PHILLIP-STREET, SYDNEY.

## FIRST SHIPMENT.

## THE SILENT KNIGHT MINERVA.

## 1911 MODEL, 16-H.P., JUST LANDED.

AS THIS MODEL POSSESSES SEVERAL HIGHLY INTERESTING IMPROVEMENTS, MOTORISTS GENERALLY ARE INVITED TO INSPECT. WINN AGAIN.

## INVINCIBLE TALBOT WINS AGAIN.

IN THE CHRISTCHURCH-DUNEDIN RELIABILITY RUN (FOUR DAYS) A 16-H.P. TALBOT SECURED

1st PRIZE FOR RELIABILITY,  
1st PRIZE FOR LOWEST PETROL CONSUMPTION,  
100-QUINCE CUP FOR BEST PERFORMANCE.

## I. PHIZACKERLEY.

SOLE AGENT, SYDNEY. 160 ELIZABETH STREET.

## FINE FINISH—INSIDE AND OUT.

One of the great characteristics of the SHEFFIELD-SIMPLEX Car is its perfect finish, not merely in the exterior and bodywork, but in every detail of the working parts.

Many well-known cars fall here. Fine finish means longer life and minimised trouble.

## THE 14-20 SHEFFIELD-SIMPLEX, 14-20.

4-cylinder engine, mechanically operated valves, two lightings, automatic carburettor, mechanical lubrication, three speeds forward and reverse, direct on top, gear change speed, arched iron axle, foot brake acting on front wheels, hand brake on rear, both internal expanding.

## T.A.C. TOURING AUTO-CYCLE.

The Motor Cycle with the same comfort and construction as a car. It is the "last word" in motor cycles, the result of many years of study. Wheel or bar steering.

## MINERVA CARS, COLE-RO-MOTOR TYRES.

## SOLE AGENTS—

## MOULDER BROS.

151 CASTLEREAGH-STREET, between Park and Market streets.

## BICYCLES AND MOTOR CARS.

## THE MARION FLYER.

The American Runabout Car that is due in Sydney in ten days. This Car is a good car at a reasonable price. Other Agents wanted it, but could not get it. It will suit you if you are contemplating a Runabout.

## THE MARION FLYER, AMERICA'S BEST.

## THE NOISELESS AND SMOKELESS NAPIER.

A FEW USERS—  
H. B. Denham, Esq.  
J. Fulford, Esq.  
Dr. W. H. W. W. W.  
Dr. Guy Menzies.  
H. B. Denham, Esq.  
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We are also SOLE AGENTS for—

## STRAKER SQUIRE, MARRS, GREGOIRE AND HURTY CARS,

## AND

## LEYLAND MOTOR WAGGON.

Mr. Christie—Your work is worrying you. You can't get through with it. A LEYLAND WAGGON will solve the problem.

Now in stock, 2-ton, shortly landing, 2-ton and 3-ton.

CALL AND INSPECT. DEMONSTRATION ARRANGED.

ALICK MCNEIL AND MCINTOSH, LTD.,  
25, 27, 29, 31 ELIZABETH STREET, NEAR HUNTER STREET.

## DUNLOP MOTOR TYRES

## are Tyres of quality and long wear. These famous

Tyres are giving satisfaction to thousands of Australian Motorists. If you are not one of the satisfied throng, why not join by trying a set of

## "DUNLOPS."

## THE DUNLOP RUBBER COMPANY OF AUSTRALASIA, LTD.,

253A CLARENCE-STREET, SYDNEY.

## FIRST SHIPMENT,

## JUST ARRIVED.

## 1911 MODEL HUPMOBILE.

Several improvements and refinements have been made in this year's model, bringing it right up to date.

## THE FAMOUS RUNABOUT.

## I. PHIZACKERLEY,

160 ELIZABETH STREET, SYDNEY.

## THE VICTOR HIGH-SPEED ENGINE

Is the latest—most reliable—most powerful engine on the market. It is made to suit Australian waters. No better engine for the money is obtainable.

## THE VICTOR MOTOR CO., LTD.,

GENERAL ENGINEERS. TEL. 15, 1502.

## NEWTOWN MOTOR WORKS.

40 KING-STREET, NEWTOWN.

CARS FOR HIRE DAY OR NIGHT. TEL. 213 Newtown. CARS STORED AND REPAIRED, and GUARANTEED DRIVING TALBOT. Body Building and Painting, Marine Engines and Launches Built, Gas-cutting, Car

Hardening, and General Engineering. The Most Up-to-date Machinery Used. Repositioning, CAR FOR SALE. 18-h.p. Ford, 4130, 22-h.p. Ford, 4220, 14-h.p. Renault, 4130, Talbot 14-h.p., 4130, Value, 4200

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## NAVAL ESTIMATES.

## "WE MUST BE SUPREME."

## DEBATE IN THE COMMONS.

## THE FEARS OF 1914.

LONDON, March 17. In introducing the Naval Estimates in the House of Commons last night, Mr. R. McKenna, First Lord of the Admiralty, said the Government had to ensure that even after a protracted struggle the country would be safe. "We cannot," he said, "afford a fortnight's doubt."

Mr. McKenna explained that the estimates represented the total expenditure for the year. Moreover, they included £1,000,000 interest on former loans. "We are paying our way," he said, "to the last shilling."

Continuing, he said, the navy must be supreme as long as the Empire was to endure, but he would never advise the temporary sacrifice of a loan to meet permanent needs. A naval loan should only be sought in the event of extraordinary circumstances.

The Minister went on to say that it took two years to build a Dreadnought, so that they did not need to begin the five ships of the Orion and Lion type, provided for in the estimates, before December of January next.

The cost of the first eight British Dreadnoughts had been the same as nine ships of the King Edward class, but their main armament cost £250,000 a year less. The cost of ships of the Orion class was £1,000,000 each, an increase of £200,000 over the earlier Dreadnoughts.

His estimates, he continued, compared the German's £220,000,000, appeared to represent upwards of a two-power standard, but £8,000,000 represented expenditure in the civil estimates. The true comparison would therefore be between £200,000,000 Germany, £220,000,000 Britain, and £220,000,000 France.

He added that a further £22,000,000 was due in respect of debts we maintained in the Pacific and Atlantic, making our total £222,000,000.

Mr. McKenna, in the course of his speech, intimated that the new naval base at Rosyth would be ready in 1915.

THE MEDITERRANEAN POSITION.

Mr. A. H. Lee (Unionist) said that the year 1911 would be a critical one for Britain. We would then have no Dreadnoughts in European waters, whereas the Triple Alliance would have three.

His estimates, he continued, allowed no margin for accidents, and the cruiser programme was lamentably insufficient, in view of the privatising period that was threatened if the Declaration of London were ratified.

AN AMENDMENT.

Mr. G. Roberts (Labour) moved an amendment, to the effect that foreign events did not warrant any increase in the naval expenditure, and that such an increase was a menace to Britain's security.

THE RISK OF DISASTER.

Mr. A. J. Balfour, leader of the opposition, in a speech which aroused intense interest, said that he felt, like others, that the constant increase of the estimates was more than a national inconvenience; but it must be endured in order to avoid the risk of disaster. If diplomacy and soft words could accomplish anything, by all means let them be tried again. In the meantime, the hard facts detailed by Mr. McKenna in his speech were not to be faced.

Besides our responsibilities in other parts of the world, he said, we had to maintain our supremacy in the Mediterranean. No other nation was faced with such a task.

Mr. McKenna: The Admiralty does not see Mr. Lee's forecast of the position.

Mr. Balfour, after referring at length to the suggested treaty between Britain and the United States, said that such a treaty could hardly affect the future of our navy, for we were not building ships against the United States, and he was not aware of any other power who would be prepared to entertain President Taft's scheme.

Owing to Mr. Haldane's indiscretion in mentioning the publication in General Sir Ian Hamilton's book of the official memorandum of Admiral of the Fleet Sir Arthur Wilson, they knew on the authority of the First Sea Lord that the proposed treaty was a subject that was causing the latter the greatest anxiety and doubtless Mr. McKenna endorsed his view.

Mr. Balfour concluded by remarking that the provision for battleships in view of possible contingencies in 1914 was inadequate.

A REPEATED SUPPORT.

Mr. J. Dillon (Nationalist) moved an amendment, to the effect that the estimates, which were so regretfully cut by the Estimates Committee, should weaken the Government in the year 1915.

Mr. T. J. Macnamara, Parliamentary and Financial Secretary to the Admiralty, delivered a speech in justification of the Estimates.

The amendment was negatived by 210 votes to 54.

## THE CAMORRISTS.

## A SHOCKING CRIME.

ROME, March 16. The trial of the Camorristi, including their notorious leader, Enrico Alfani, charged with the murder of Signor Cuccolo and his wife on June 5, 1906, has commenced at Viterbo.

The indictment shows that Cuccolo received 22 wounds and that his head was severely battered.

## BOY CHESS PLAYER.

## BEATS WORLD'S CHAMPIONS.

## MADRID, March 16.

Capa Blanca, a Cuban youth at San Sebastian, where he defeated Vidmar and all the other eminent players except Lasker, who was not playing.

## DUTCH PACKET LINE.

## MONTHLY SERVICE TO AUSTRALIA.

## HAGUE, March 16.

A bill has passed the first Chamber of the States-General giving a subsidy to the Dutch Royal Steam Packet Company of £125,000 sterling annually for 10 years from May next, for a monthly service to Java and Australia.

## LORD KITCHENER.

## AMBITIOUS SUGGESTION.

## AN EMPIRE ADVISER.

## LONDON, March 17.

The "Evening Standard" states that military circles consider that Lord Kitchener's time is being frittered away.

The suggestion is made that Lord Kitchener should be employed for five years in developing the armies of the Dominions overseas, and as an intermediary adviser between the respective Governments and the British Government.

Mr. Joseph Ward, Prime Minister of New Zealand, and General Smuts, South African Minister for the Interior.

## NAVAL CADET CASE.

## REFERENCE IN THE COMMONS.

## LONDON, March 17.

In the House of Commons last night Mr. R. McKenna, First Lord of the Admiralty, in reply to Mr. G. Cave (Unionist), stated in reference to the Archer Shee case, that the Admiralty had offered to pay the whole of the plaintiff's costs, but the offer had been declined, and £10,000 damages had been claimed, which the Admiralty had refused to pay.

Mr. Austen Chamberlain, at Mr. Balfour's instance, gave notice of a motion to discuss the case.

Young Archer-Shee was dismissed from the Royal College of Art, and was subsequently employed by the Admiralty as a cadet, but he was dismissed from the service on the ground of insanity.

His father instituted proceedings to have the grounds of dismissal tried by a jury, and these were abruptly concluded by the Admiralty admitting the innocence of the youth.

THE MEXICAN REVOLT.

## REBEL LEADER'S DECLARATION.

## EL PASO, March 17.

General Madero, the leader of the insurgents, declares that the rebellion will not end until President Diaz resigns to a new presidential election, grants political reforms, and changes the land laws.

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## THE BURDEN OF ARMS.

## PROPOSED UNITED STATES TREATY.

## REFERENCE IN THE COMMONS.

## SUPPORT OF THE UNIONISTS.

## LONDON, March 17.

In the course of his speech on the Naval Estimates in the House of Commons last night, Mr. A. J. Balfour, leader of the opposition, referred to President Taft's suggestion to extend existing treaties for arbitration, in order to include points of national honour equally with those of national interest.

The suggestion, he said, deserved most careful consideration, and whether it could be realised generally or not there was no reason why the kindred communities of Britain and the United States should not enter into such an arrangement.

He recalled the efforts of Lord Salisbury and Mr. Pauncefote to frame a treaty of arbitration for Britain and the United States. Lord Salisbury's successors, he said, had been fortunate enough to make an immense number of treaties of arbitration, but they had failed in regard to the United States, where the Senate had declined to accept the suggestions which had been approved by the President and the Cabinet.

He hoped that on this occasion President Taft's words represented the feeling of himself and the Cabinet, the general feeling of the people of the United States—that, as far as both countries were concerned, peace was to their greatest interest, and that the time was ripe for a treaty preventing the possibility of anything so horrible as war between them.

Mr. Balfour said that the Government could not see the way to such an arrangement until they had no better friends than the Unionists, as it aimed at the consummation of a policy for which they had constantly striven.

UNITED STATES OPINION.

GERMAN AND IRISH SECTIONS HOSTILE.

WASHINGTON, March 17.

Britain's rejection of President Taft's arbitration proposal deeply interests the United States, and the general opinion appears to be favourable to the proposal, though the Irish and German sections do not welcome it.

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## A DEARTH IN DRAMA.

## CHAT WITH MR. WILLIAMSON.

## MEMORIES OF THE PAST.

## SHAKESPEARE'S DRAWING POWER.

## BRISBANE, Friday.

A terrific cyclone struck Cairns on Thursday evening, accompanied by torrential rain. The wind, which was blowing freshly, increased to force at 9 o'clock, but as the barometer was 29.8, no alarm was felt. The wind, however, increased, and at 10 o'clock with the barometer unaltered, it was blowing half a gale.

At 11 o'clock the storm still further increased, the blow since the morning being from the south-east. Rain was pouring in torrents, and the barometer began to fall.

About 2 p.m. the velocity of the wind also increased. The glass now showed 29.66. At 3 o'clock it had fallen to 29.28, at 4 o'clock to 29.10, and at 5 o'clock to 29.00. This was the lowest registered. Meanwhile it was raining heavily. It was evident that serious damage to property would result. The balcony roof of the Railway Hotel was lifted clean off the main building and deposited in the back yard, a complete wreck. The same happened to the Queen's Hotel, where portions of the roof was stripped off also.

As the afternoon wore on the damage to cottages, outsheds, and stables in the suburbs was very great. One cottage was lifted clean off the blocks and deposited upright on the ground a few yards away. The cargo shed on the wharf suffered heavily. One shed collapsed, and the other was so badly damaged that it was necessary to demolish it. The Chaffinch Company's warehouse was unroofed. The hotel at times came in terrific gusts with an estimated velocity of 60 miles an hour. One gust tore down a 2 1/2 ton iron safe from the corner of a hotel, and stove in the side wall, shaking and twisting the two-story building badly. A whole row of shops in Spencer street suffered in another way. One shed collapsed, and the other was so badly damaged that it was necessary to demolish it. The Chaffinch Company's warehouse was unroofed. The hotel at times came in terrific gusts with an estimated velocity of 60 miles an hour. 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STORKMEN'S UNION.  
no members were present at the last  
Storkmen's Union. The secretary (Mr. T.  
that he had made a claim on a cert

of the Oil and Colour Board would meet next at Challis House. A request from

the workers in the chaff trade was granted. Action was taken by the union to the Home for Industry at Ryde. Correspondence was received from firms, asking for a conference to deal with the dispute, so as to obviate recourse to a wage board. It was agreed to leave the matter in the workers' hands, and to call a meeting of grocery store employees on 24th inst to draw up claims for submission to the employers. It was decided that each of the wholesale warehouses and iron yards should be called together to draft similar claims.

### PUNISHMENT TRADE EMPLOYEES

At the last meeting of the United Furniture Society, held at the Trades Hall, Mr. W. O'Brien, secretary, said that the following members had been expelled from the society for striking and for refusing to work:—  
J. J. O'Brien, for striking out; and  
J. J. O'Brien, for refusing to work.  
The board had lifted their wages from £2 10s to £2 15s. The secretary said that the correspondence was received from Melbourne that the strike was still on. The secretary reported that he had been successful in several cases, and that the following were the names of the strikers who had been expelled from the society:—  
J. J. O'Brien, for striking out; and  
J. J. O'Brien, for refusing to work.

### BAKERY'S FEDERATION

At the annual meeting of the New South Wales Baking Trade Union, held at the Trades Hall, Mr. J. J. O'Brien, secretary, said that the following members had been expelled from the society for striking and for refusing to work:—  
J. J. O'Brien, for striking out; and  
J. J. O'Brien, for refusing to work.

### OVERLAPPING UNIONISM

At Adelaide's meeting of the Labour Council, held at the Trades Hall, Mr. J. J. O'Brien, secretary, said that the following members had been expelled from the society for striking and for refusing to work:—  
J. J. O'Brien, for striking out; and  
J. J. O'Brien, for refusing to work.

### BEAMEN'S AWARD

The award of the Shipping (Beam Cleaners) Award, held at the Trades Hall, Mr. J. J. O'Brien, secretary, said that the following members had been expelled from the society for striking and for refusing to work:—  
J. J. O'Brien, for striking out; and  
J. J. O'Brien, for refusing to work.

**RAILWAY (SAWMILLERS) AWARD.**  
The award of the Railway (Sawmillers) Wage Board has been published. It provides for a 4 week, to be worked between 7.30 a.m. and 5 week days, and 7.30 a.m. and 11.45 a.m., or days. The term sawmiller is to include all engaged manipulating a woodworking machine following rates of pay are to rule—first class machinist, classed as toolmaker, \$6.00; second class machinist, \$5.00; other grades, \$4.00.

**CARETAKERS' ASSOCIATION OF NEW SOUTH WALES.**

A meeting was held at the School of Arts street, last evening of the Caretakers' Association of New South Wales, the object being to petition the Industrial Court for exemption from any award the Court might make in the matter of the Welsh Caretakers, and Cleaners' Union, which is now under consideration. Forty-eight members signed the petition.

tion. Mr. J. C. Keene was elected as chairman, Mr. Allen as secretary, Mr. Allen as treasurer, Mr. Baber as representative to appear at the bazaar on Monday next. Caretakers desiring to join the association may obtain any information from Mr. J. C. Keene, caretaker, Builders' Exchange, Castle-earth-street, Mr. J. C. Keene, Commercial-chambers, 80 B. street.

**STEALING FLOUR.**  
Before Mr. Maitland, D.S.M., on Thursday, Water Police Court, Edward Dale, 28, was with stealing on March 10 a 50lb bag of flour at 4/3, the property of the Royal Dutch Packet Navigation Company. The evidence of Constable can was to the effect that on the morning mentioned he was in the street, Miller's Point he saw accused driving two horses attached to a wagon which was loaded of flour. The officer him and saw him stop at McDonald's grocer's. Constable take a bag of flour off the load

the shop, after which he drove away. The man entered the shop, and saw the bag of flour the which he followed accused to Messrs. M'Corquodale Company's flour mill, Kent and Bathurst streets, accused had discharged his load witness questioned and accused, who at first denied taking any flour of the shop, ultimately said he did, and that he was in of or for it. Walter Withers, a delivery engaged delivering flour on behalf of the Messrs. Packet Steam Navigation Company, said he saw him on his lorry at the wharf, and saw him with 140 bags on his cart, and saw him take a ticket for 140 bags, which he counted, the bags. Later

covered he was three bags short. William clerk to the shipping company, said he received bags of flour of the same brand as that shipment, but owing to the vessel being full had to be returned to Messrs. Corquodale and consignors.

For the defence, the accused denied the charge and said that when he found that he had a bag short he should have left it with M'Donald until he returned, when he intended to give it back to the clerk at the wharf. M'Donald said that he had bought the flour, and was only taking care of it for the shipping company.

The League of the Empire recently selection of work from the St. Helen's Government Lacer School to the Queen. Majesty has made purchases of the lace has commanded that the league be in that she "is much pleased with the work by the school, and that it is very pretty."

A boy employed at a cookstall at the station, near Uxbridge, who found a bag containing £26, was rewarded with 2s 6d for the woman to whom it belonged. In a letter to the stationmaster, who returned the purse, the woman stated that she hoped the boy would hand the reward to his mother.

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your System you will know exactly where to  
the further advantage by having inward and  
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that will interest you.  
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**BROW OLD.**

have a youthful face, but they appear quite old in the temples.

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 Distributor,  
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ture for cash. Box 1460, G.P.O.  
**F**URNITURE Bargains, owners leaving district  
sell. Call and inspect. Rockdale Auction  
**F**URNITURE. Large or small lots wanted  
cash, no delay. Walter, 34 Hardie-st., Darl  
**A**DVERTISER will buy some Second-hand F  
no dealers. J. T. Spragg's news ag., 36 O  
**F**URNITURE. PIANOS Purchased. H. La

**F** P.O. chambers, opp. G.P.O., Pitt-st.  
**F**URNITURE of 4-roomed Cottage, new, 22  
D. Spring, Est. Agt., Belmore-rd., Randwick.  
**F**OR Sale, house of Furniture, & rms. For  
lars, apply 99, P.O., North Sydney. No  
**G**ENT. will Buy Clean House of Furniture  
House, suitable, cash. 19 Woodstock-st., W.  
**C**OTTAGE of FURNITURE, piano, etc., 22  
gas, rent 13s, 5 min. town. Box 685 G.  
(For continuation see Index to Advertisements)

**CALLS AND DIVIDENDS ON SHARES**  
(Continued from Page 11.)

**MELBOURNE COPPER & IRON MINING COMPANY, NO LIABILITY.**

Notice is hereby given that a DIVIDEND (the amount of per share has been declared PAYABLE to the registered office of the Company, National Building, 125 Queen-street, Melbourne, on 29th March 1914.

Transfer books close from 25th to 29th March inclusive.

By Order of the Board,  
JAMES MACDONALD  
M.D.

**BOURKE'S HILL TIN-SLICING CO.**  
NO LIABILITY, EMMAVILLE, N.S.W.

Notice is hereby given that a DIVIDEND (1 of 6d per share has been declared PAYABLE at the registered office of the Company, National Building, 125 Queen-street, Melbourne, on 22nd Transier looks close from 17th to 22nd both days inclusive.

By Order of the Board,  
JAMES MACKA  
Mn

**G**REAT BRITAIN SLUICING COMPANY  
NOTICE IS HEREBY GIVEN that a Dividend of 1/ per share, has been declared by the Board of the above Company, payable on TUESDAY 25th, 1911. Transfer Books will be closed from 24th to 25th March inclusive.  
By order of the Board,  
R. K. KIRK, Secy

17th March, 1911.

**BUILDING MATERIALS.**  
(Continued from Page 6.)

**F**OR sale, 50,000 best Sandstock Bricks, Apt. to Hordern's Bulk Store, Couburn-st.

**T**O BUILDERS.—For Lime and Cement, at Cairncross, Rocky Point-rd, Rockdale, T.

a.news-page13



























**APARTME**

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Rex, Glace P.O.  
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 BOARD and Lodging, and  
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 613, Herald Office.  
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positions.  
College is SECOND TO NONE.  
the most MODERN UP-TO-DATE system  
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Equipped with a FIRST-CLASS STAFF  
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**ing life. Fishing, 11 Philadelphia.**

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**Write to: C. H. Duffin, P.O.**  
**carport and Sawyer, Engine-driver own firm,**  
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**Holding to country Business Agent.**  
**for Information, Square and Compas, George-**  
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 North Sydney.  
 11 cuttings, plain cooking,  
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 all duties, 2 adults in  
 J. Burrows, 699.  
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 small, T. 221 N.R. Lecter  
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 p., sewing, reta. Mrs.  
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